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IN THE UNITED STATES PATENT & TRADEMARK OFFICE

B2

In re US Patent No. 6,802,412, dated 10/12/2004:

Robert S. Lapeyre et al.

Docket No.: 2167.0

Serial Number: 10/065,785

Filed: 11/19/2002

FOR: CONVEYOR WITH A MOTORIZED TRANSPORT ELEMENT

Request for Certificate of Correction of Office Mistake under 37 CFR 1.322

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Certificate
OCT 21 2004
of Correction

Sir:

On behalf of Laitram, L.L.C., owner of this patent by virtue of the assignment recorded at Reel/Frame 013249/0797, the undersigned attorney of record requests that the patent be corrected according to the attached Form PTO/SB/44. The two corrections are:

1. In the fourth line of claim 16 (column 9, line 51), "advance transport element" should read -advance the transport element--. This amendment was faxed on April 14, 2004, in response to the Office Action of February 3, 2004. A copy of the amendment is enclosed as Exhibit A, with the unentered amendment highlighted on page 3.
2. Originally filed FIG. 5A should be replaced with FIG. 5A as on attached Form PTO/SB/44. This amendment was mailed on January 22, 2004. A copy is attached as Exhibit B. Although the submission on January 22 included formal replacement drawings

for all the claims, only FIG. 5A included other than strictly formal changes, as mentioned in Exhibit B. This request does not seek to include the other drawings in the certificate of correction.

By not entering these amendments as requested, the Office was in error. Issuance of a Certificate of Correction of the errors is justified to clarify the meaning of the patent. The patent owner requests that the attached Certificate of Correction be accepted. Because the error was an Office Error, no fee should be due for correction.

Respectfully submitted,
Laitram, L.L.C.

Date: Oct 12, 2004

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UNITED STATES PATENT AND TRADEMARK OFFICE CERTIFICATE OF CORRECTION

PATENT NO. : 6,802,412 *B2*
DATED : Oct. 12, 2004
INVENTOR(S) : Robert S. Lapeyre and Christopher G. Greve

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

Column 9, line 51, in claim 16, "advance transport element" should read --advance the transport element--.

FIG. 5A should be as follows:

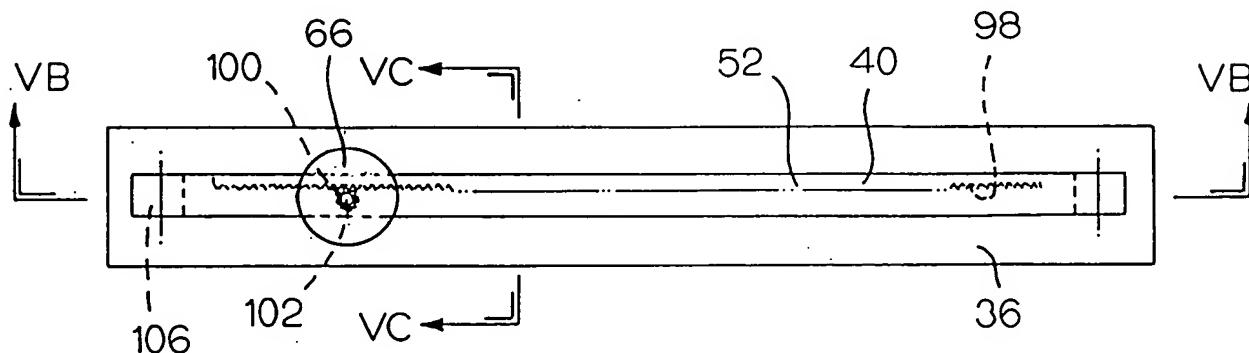


FIG. 5A

MAILING ADDRESS OF SENDER:

James T. Cronvich
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220 Laitram Lane, Harahan, LA 70123

PATENT NO. 6,802,412 *B2*

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This collection of information is required by 37 CFR 1.322, 1.323, and 1.324. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Attention Certificate of Corrections Branch, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

21 OCT 2004



Exhibit A

PTO/SB/21 (08-03)

Approved for use through 08/30/2003. OMB 0651-0031
U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

TRANSMITTAL FORM (to be used for all correspondence after initial filing)	Application Number	10/065,785	
	Filing Date	11/19/2002	
	First Named Inventor	LAPEYRE	
	Art Unit	3651	
	Examiner Name	Deuble, Mark	
Total Number of Pages in This Submission	15	Attorney Docket Number	2167.0

ENCLOSURES (Check all that apply)		
<input type="checkbox"/> Fee Transmittal Form	<input type="checkbox"/> Drawing(s)	<input type="checkbox"/> After Allowance communication to Technology Center (TC)
<input type="checkbox"/> Fee Attached	<input type="checkbox"/> Licensing-related Papers	<input type="checkbox"/> Appeal Communication to Board of Appeals and Interferences
<input checked="" type="checkbox"/> Amendment/Reply	<input type="checkbox"/> Petition	<input type="checkbox"/> Appeal Communication to TC (Appeal Notice, Brief, Reply Brief)
<input type="checkbox"/> After Final	<input type="checkbox"/> Petition to Convert to a Provisional Application	<input type="checkbox"/> Proprietary Information
<input type="checkbox"/> Affidavits/declaration(s)	<input type="checkbox"/> Power of Attorney, Revocation	<input type="checkbox"/> Status Letter
<input type="checkbox"/> Extension of Time Request	<input type="checkbox"/> Change of Correspondence Address	<input type="checkbox"/> Other Enclosure(s) (please identify below):
<input type="checkbox"/> Express Abandonment Request	<input type="checkbox"/> Terminal Disclaimer	
<input type="checkbox"/> Information Disclosure Statement	<input type="checkbox"/> Request for Refund	
<input type="checkbox"/> Certified Copy of Priority Document(s)	<input type="checkbox"/> CD, Number of CD(s) _____	
<input type="checkbox"/> Response to Missing Parts/Incomplete Application	Remarks	
<input type="checkbox"/> Response to Missing Parts under 37 CFR 1.52 or 1.53		

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT	
Firm or Individual name	James T. Cronvich Reg. 33163
Signature	
Date	April 14, 2004

CERTIFICATE OF TRANSMISSION/MAILING			
I hereby certify that this correspondence is being facsimile transmitted to the USPTO or deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on the date shown below.			
Typed or printed name	James T. Cronvich Reg. 33163		
Signature		Date	April 14, 2004

This collection of information is required by 37 CFR 1.5. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

21 OCT 2004



IN THE UNITED STATES PATENT & TRADEMARK OFFICE

In re the application of:

Robert S. Lapeyre et al.

Docket No.: 2167.0

Serial Number: 10/065,785

Examiner: Mark A. Deuble

Filed: 11/19/2002

Group Art Unit: 3651

FOR: CONVEYOR WITH A MOTORIZED TRANSPORT ELEMENT

RESPONSE TO OFFICE ACTION

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

In response to the Office Action dated February 3, 2004, kindly enter the following amendments and consider the remarks. This submission includes the following sections:

Amendments to the Claims (Page 2)

Amendments to the Specification (Page 12)

Remarks (Page 13)

Amendments to the Claims

Please amend the claims as follows:

1. (original) A conveying system comprising:
a conveyor having an outer conveying side atop which articles are conveyed along a carryway in a direction of travel, the conveyor including:
a transport element arranged to ride laterally across the outer conveying side of the conveyor transverse to the direction of travel; and
a motor located with the transport element for driving and riding with the transport element across the outer conveying side of the conveyor.
2. (original) A conveying system as in claim 1 wherein the transport element includes a housing covering the motor.
3. (original) A conveying system as in claim 1 wherein the conveyor further includes a power source electrically coupled to the motor to power the motor.
4. (original) A conveying system as in claim 3 wherein the power source is located with the motor and the transport element to ride with the motor and the transport element across the outer conveying side of the conveyor.
5. (original) A conveying system as in claim 3 wherein the power source comprises a storage cell.
6. (original) A conveying system as in claim 3 wherein the power source comprises a capacitor.
7. (original) A conveying system as in claim 3 wherein the power source is rechargeable.
8. (original) A conveying system as in claim 1 wherein the conveyor further includes a local controller located with the motor to control the motor.

9. (original) A conveying system as in claim 8 wherein the local controller includes a switch for turning the motor on and off.
10. (original) A conveying system as in claim 8 further comprising a marker disposed along the carryway and wherein the local controller includes a sensor responsive to the marker and sending to the local controller a sensor signal indicative of the proximity of the marker to the sensor.
11. (original) A conveying system as in claim 8 further comprising a system controller capable of sending command signals to the local controller and wherein the local controller forms a communications link with the system controller for receiving command signals from the system controller.
12. (original) A conveying system as in claim 11 wherein the communications link is a wireless link.
13. (original) A conveying system as in claim 11 wherein the local controller is assigned an address and is responsive only to command signals that include the assigned address.
14. (original) A conveying system as in claim 1 wherein the conveyor further includes a lateral track along which the transport element rides.
15. (original) A conveying system as in claim 14 wherein the track includes a rack gear and wherein the conveyor includes a pinion gear coupled to the motor and that meshes with the rack gear to advance the transport element across the top conveying side of the conveyor.
16. (currently amended) A conveying system as in claim 14 wherein the track includes a cog belt and wherein the conveyor includes a cog wheel coupled to the motor and that engages the cog belt to advance the transport element across the top conveying side of the conveyor.

17. (original) A conveying system as in claim 1 wherein the transport element includes a pushing surface for pushing against conveyed articles.

18. (original) A conveying system as in claim 1 wherein the transport element includes a platform surface for carrying conveyed articles.

19. (original) A conveying system comprising:

a conveyor conveying articles in a direction of travel along a carryway, the conveyor including:

a plurality of transport elements arranged on the conveyor to ride along parallel

lateral tracks transverse to the direction of travel; and

a motor located with each of the transport elements to drive and ride with the transport element along one of the tracks.

76 20. (original) A conveying system comprising:

a modular conveyor belt including a series of rows of belt modules hingedly linked together, at least some of the rows of belt modules including:

a transport element arranged to ride laterally across the row; and

a motor located with the transport element to drive and ride with the transport element across the row.

77 21. (original) A conveyor belt module, comprising:

a module body extending longitudinally from a forward end to a rearward end,

transversely from a left edge to a right edge, and in thickness from a top side to a bottom side and suitable for being interconnected end to end to other module

bodies to form a conveyor belt, the module body including a top track extending

transversely across the top side of the module between the forward and rearward ends;

a transport element arranged to ride in the top track; and

a motor located with the transport element to drive and ride with the transport element along the top track.

78 22. (original) A modular conveyor belt, comprising:

a series of rows of hingedly interconnected belt modules extending in width from a left edge to a right edge and in thickness from a top side to a bottom side, wherein at least some of the rows include:

a slot in the top side of the row and extending along the width of the row;

a guide disposed in the slot;

a transport element arranged to translate across the width of the row along the slot; and

a drive mechanism located with the transport element to translate with the transport element, the drive mechanism including:

a motor; and

a gear wheel rotated by the motor and engaging the guide to translate the transport element along the slot.

76 23. (currently amended) A conveying system comprising:

a conveyor conveying articles in a direction of travel along a carryway, the conveyor including:

a lateral slot formed in the conveyor in a direction transverse to the direction of travel;

a guide residing in the slot;
a transport element arranged to ride along the slot;
a motor located to ride with the transport element; and
a drive element driven by the motor and engaging the guide to drive the transport element along the slot.

- W 24. (currently amended) A conveying system as in claim 19 further comprising:
~~a conveyor conveying articles in a direction of travel along a carryway, the conveyor including:~~
~~a plurality of transport elements arranged on the conveyor to ride along parallel lateral tracks transverse to the direction of travel; and~~
~~a motor associated with each of the transport elements to drive the associated transport element along one of the tracks; and~~
a local controller associated with each of the transport elements and with the associated motor to control the activation of the motor.
25. (original) A conveying system as in claim 24 further comprising a sensor electrically connected to an associated local controller to provide a sensor signal indicative of a position along the carryway.
26. (original) A conveying system as in claim 24 further comprising:
a system controller external to the conveyor; and
a communications link between the system controller and the local controller.
27. (original) A conveying system as in claim 24 wherein each of the transport elements has a uniquely associated motor.
28. (canceled)

29. (original) A conveying system as in claim 24 wherein the local controller is located with its associated transport element to ride with the transport element along one of the tracks.

30. (canceled)

31. (original) A conveying system as in claim 24 wherein the local controller is disposed at a fixed position in the conveyor.

32. (currently amended) A conveying system as in claim 39 further comprising:

~~a slat conveyor conveying articles in a direction of travel along a carryway, the slat conveyor including:~~

~~a plurality of parallel drag chains driven in the direction of travel;~~

~~a plurality of parallel slats attached to and spanning the drag chains, at least some of the slats including:~~

~~a lateral slot formed in the slat in a direction transverse to the direction of travel;~~

~~a transport element arranged to ride along the slot;~~

~~a motor arranged to drive the transport element along the slot; and~~

~~a local controller associated with the motor to control the activation of the motor.~~

32 33. (original) A conveying system as in claim 32 further comprising:

an electric power source external to the slat conveyor and including an ungrounded terminal; and

wherein the plurality of drag chains includes a powered drag chain electrically connected to the ungrounded terminal of the electric power source to power the motor.

34. (original) A conveying system as in claim 33 wherein the powered drag chain includes sockets along its length and wherein at least some of the slats include a prong that plugs into the sockets to provide the motor with electric power from the powered drag chain.
35. (original) A conveying system as in claim 32 further comprising a powered rail disposed in the slot.
36. (canceled)
37. (currently amended) A conveying system as in claim ~~36~~ 32 further comprising a powered conducting rail disposed in the slot and a brush extending from the transport element to contact the powered conducting rail to provide electric power to the motor.
38. (canceled)
39. (original) A conveying system comprising:
a slat conveyor conveying articles in a direction of travel along a carryway, the slat conveyor including:
a plurality of parallel drag chains driven in the direction of travel;
a plurality of parallel slats attached to and spanning the drag chains, at least some of the slats including:
a lateral slot formed in the slat in a direction transverse to the direction of travel;
a transport element arranged to ride along the slot;
a motor arranged with the transport element to ride with and drive the transport element along the slot.
40. (original) A conveying system as in claim 39 further comprising:

an electric power source external to the slat conveyor and including an ungrounded terminal; and

wherein the plurality of drag chains includes a powered drag chain electrically connected to the ungrounded terminal of the electric power source to power the motor.

37 41. (original) A conveying system as in claim 40 wherein the powered drag chain includes sockets along its length and wherein at least some of the slats include a prong that plugs into the sockets to provide the motor with electric power from the powered drag chain.

42. (original) A conveying system as in claim 40 wherein the plurality of drag chains includes a grounded drag chain and wherein the electric power source includes a grounded terminal.

43. (original) A conveying system as in claim 40 further comprising a powered conducting rail disposed in the slot and a brush extending from the transport element to contact the powered conducting rail to provide electric power to the motor.

44. (original) A conveying system as in claim 39 further comprising a pair of guide rails formed along the slot and roller wheels extending from the transport element to roll along the guide rails as the transport element rides along the slot.

45. (original) A conveying system as in claim 39 further comprising a rack gear arranged along the slot.

46. (original) A conveying system as in claim 39 further comprising a cover belt attached at opposite ends to the transport element to cover the slot.

47. (original) A conveying system as in claim 46 further comprising belt grooves formed laterally along top and bottom sides of the slat and idler rollers at opposite ends of the slot about which the cover belt is looped to direct the cover belt between the belt grooves.

48. (original) A slat conveyor conveying articles in a direction of travel along a carryway, the slat conveyor comprising:

a plurality of parallel drag chains driven in the direction of travel;

a plurality of parallel slats attached to and spanning the drag chains, at least some of the slats including:

a motorized transport element arranged to ride along the slat;

wherein one of the drag chains is an electrically powered drag chain to provide electric power to drive the transport element along the slot.

49. (original) A slat conveyor as in claim 48 wherein the electrically powered drag chain includes sockets and wherein the slat includes a prong that plugs into the sockets to make an electrical connection between the electrically powered drag chain and the slat.

50. (original) A slat conveyor conveying articles in a direction of travel along a carryway, the slat conveyor comprising:

a plurality of parallel drag chains driven in the direction of travel;

a plurality of parallel slats attached to and spanning the drag chains; and

an external electric power source having an ungrounded terminal electrically connected to one of the drag chains.

51. (original) A slat conveyor as in claim 50 wherein the external power source includes a grounded terminal and wherein the slats are grounded.

52. (original) A slat conveyor as in claim 50 wherein the external power source includes a grounded terminal and wherein another of the drag chains is grounded.

53. (original) A slat conveyor as in claim 50 further comprising a motor stationarily mounted in a cavity formed in one of the slats.

54. (original) A slat conveyor as in claim 50 wherein the slats include a track, a transport element, and a motor arranged to ride along the track with the transport element.

Amendments to the Specification

Please amend paragraph 0055 of the specification as follows:

Although the invention has been described in detail with reference to a few preferred versions, other versions are possible. For example, FIG. 21 shows a conveying system with a wireless communications link. But a direct, ohmically connected link could be used as well to transmit messages. It is further possible to mix and match various features described in some versions with those shown in other versions. For example, the cog belt and cog wheel shown with the modular conveyor belt could be used in the slat chain conveyor, and the rack and pinion drive of the slat chain could be used in the modular conveyor belt. Many methods of coupling power to and establishing a communications link with the transport elements can be used equivalently in various versions of the invention. So, as these few examples suggest, the scope of the invention is not meant to be limited to the specific versions described in detail.

REMARKS

The specification and claims 16, 23, 24, 32, and 37 have been amended. Claims 28, 30, 36, and 38 have been canceled. Claims 1-27, 29, 31-35, 37, and 39-54 remain in the application. The Examiner allowed claims 1-22 and 39-54.

After the applicants' election of Species F and the Examiner's allowance of a generic claim, the Examiner withdrew claims 24-38 as directed to unelected species. The current amendment of claim 24 makes it depend from allowed claim 19. Consequently, claim 24 and its dependent claims 25-27, 29, and 31 are now in condition for allowance. Claims 28 and 30 have been canceled. The current amendment of claim 32 makes it depend from allowed claim 39. Its dependent claim 37 has been amended to depend directly from claim 32. Consequently, claim 32 and its dependent claims 33-35 and 37 are now in condition for allowance. Claims 36 and 38 have been canceled. Applicants make these amendments to the previously withdrawn claims without prejudice and reserve the right to resubmit them in a divisional application.

Applicants have amended claim 16 to insert the article "the" to correct an obvious typographical error in the original claims. This amendment is for cosmetic purposes only and not for reasons related to patentability.

The Examiner rejected claim 23 under 35 USC § 102(b) as being anticipated by Bonnet (US 5,921,378). Applicants have amended claim 23 to define the motor as "located to ride with the transport element." In FIG. 12 of Bonnet, the motor (154, not 160 as the Examiner mistakenly labeled it in the Office Action) is stationarily attached to the lead screw assembly 148 and does not ride with the pusher member 130. Because Bonnet does not teach every element of

claim 23, it cannot anticipate claim 23, and the rejection is overcome. Claim 23 should be in condition for allowance.

Applicants have amended paragraph 55 of the specification to insert the preposition "in," clearly omitted from the specification by mistake. Neither this cosmetic amendment nor any of the amendments to the claims adds new matter.

In view of these remarks, claims 1-27, 29, 31-35, 37, and 39-54 are in condition for allowance. Applicants respectfully request reconsideration of the rejection of claim 23, entry of the other amendments, and early allowance of the application.

If the Examiner thinks a telephone conference would expedite the prosecution of this application, he is invited to call the undersigned attorney.

This amendment is being sent within three months of the Office Action so no extension of time petition fee should be due. No new claims are being added so no extra claim fee should be due. If, however, fees are considered due, authorization to charge any extra claim fee or any other fees associated with this response to Deposit Account No. 12-0090 is hereby given.

Respectfully submitted,
Robert S. Lapeyre et al.

Date: Apr. 14, 2004

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Fax: (504) 734-5233



Exhibit B

PTO/SB/21 (08-03)

Approved for use through 08/30/2003. OMB 0651-0031

U.S. Patent and Trademark Office; U.S. DEPARTMENT OF COMMERCE

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

TRANSMITTAL FORM (to be used for all correspondence after initial filing)	Application Number	10/065,785	
	Filing Date	11/19/2002	
	First Named Inventor	LAPEYRE	
	Art Unit	3651	
	Examiner Name	Deuble, Mark	
Total Number of Pages in This Submission	18	Attorney Docket Number	2167.0

ENCLOSURES (Check all that apply)		
<input type="checkbox"/> Fee Transmittal Form	<input checked="" type="checkbox"/> Drawing(s)	<input type="checkbox"/> After Allowance communication to Technology Center (TC)
<input type="checkbox"/> Fee Attached	<input type="checkbox"/> Licensing-related Papers	<input type="checkbox"/> Appeal Communication to Board of Appeals and Interferences
<input type="checkbox"/> Amendment/Reply	<input type="checkbox"/> Petition	<input type="checkbox"/> Appeal Communication to TC (Appeal Notice, Brief, Reply Brief)
<input type="checkbox"/> After Final	<input type="checkbox"/> Petition to Convert to a Provisional Application	<input type="checkbox"/> Proprietary Information
<input type="checkbox"/> Affidavits/declaration(s)	<input type="checkbox"/> Power of Attorney, Revocation	<input type="checkbox"/> Status Letter
<input type="checkbox"/> Extension of Time Request	<input type="checkbox"/> Change of Correspondence Address	<input type="checkbox"/> Other Enclosure(s) (please identify below):
<input type="checkbox"/> Express Abandonment Request	<input type="checkbox"/> Terminal Disclaimer	
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<input type="checkbox"/> Certified Copy of Priority Document(s)	<input type="checkbox"/> CD, Number of CD(s) _____	
<input type="checkbox"/> Response to Missing Parts/Incomplete Application	Remarks	
<input type="checkbox"/> Response to Missing Parts under 37 CFR 1.52 or 1.53		

SIGNATURE OF APPLICANT, ATTORNEY, OR AGENT	
Firm or Individual name	James T. Cronvich Reg. 33163
Signature	
Date	Jan. 22, 2004

CERTIFICATE OF TRANSMISSION/MAILING	
I hereby certify that this correspondence is being facsimile transmitted to the USPTO or deposited with the United States Postal Service with sufficient postage as first class mail in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450 on the date shown below.	
Typed or printed name	Debbie Pizzolato
Signature	
Date	1-23-2004

This collection of information is required by 37 CFR 1.5. The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This collection is estimated to 12 minutes to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

In re the application of:

Robert S. Lapeyre et al.

Docket No.: 2167.0

Serial Number: 10/065,785

Examiner: Mark A. Deuble

Filed: 11/19/2002

Group Art Unit: 3651

FOR: CONVEYOR WITH A MOTORIZED TRANSPORT ELEMENT

TRANSMITTAL OF SUBSTITUTE DRAWINGS

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

Sir:

Applicant requests that the attached drawings (15 sheets) replace the original drawings already in the file. Other than FIG. 5A, the attached drawings are merely professionally rendered versions of the originals. FIG. 5A was changed only to make it compatible with the views in FIGS. 5B and 5C, as indicated in the attached red-lined copy of the original drawing. No new matter was added in these drawings.

Date: Jan. 22, 2004

Respectfully submitted,
Robert S. Lapeyre et al.

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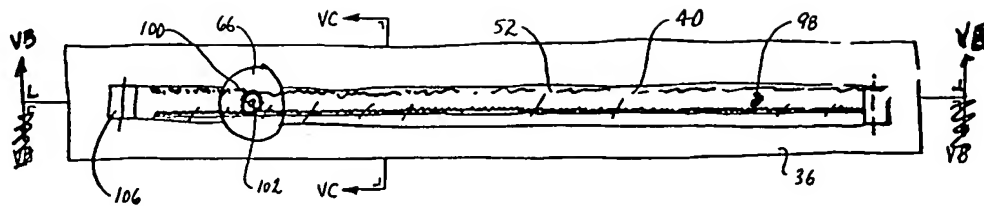


FIG. 5A

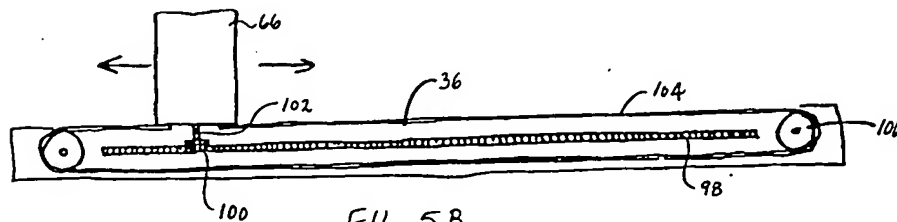


FIG. 5B

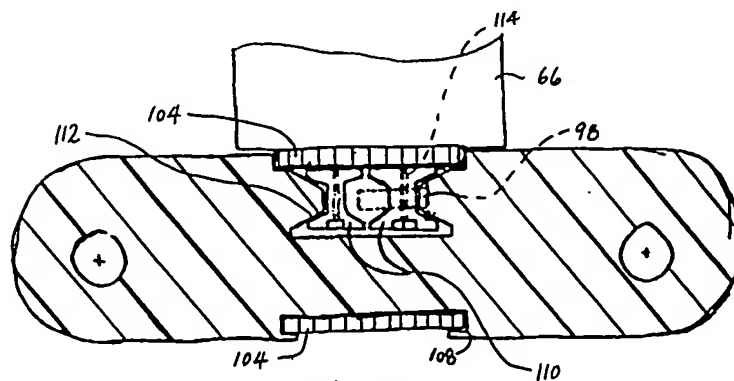
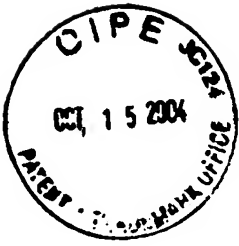
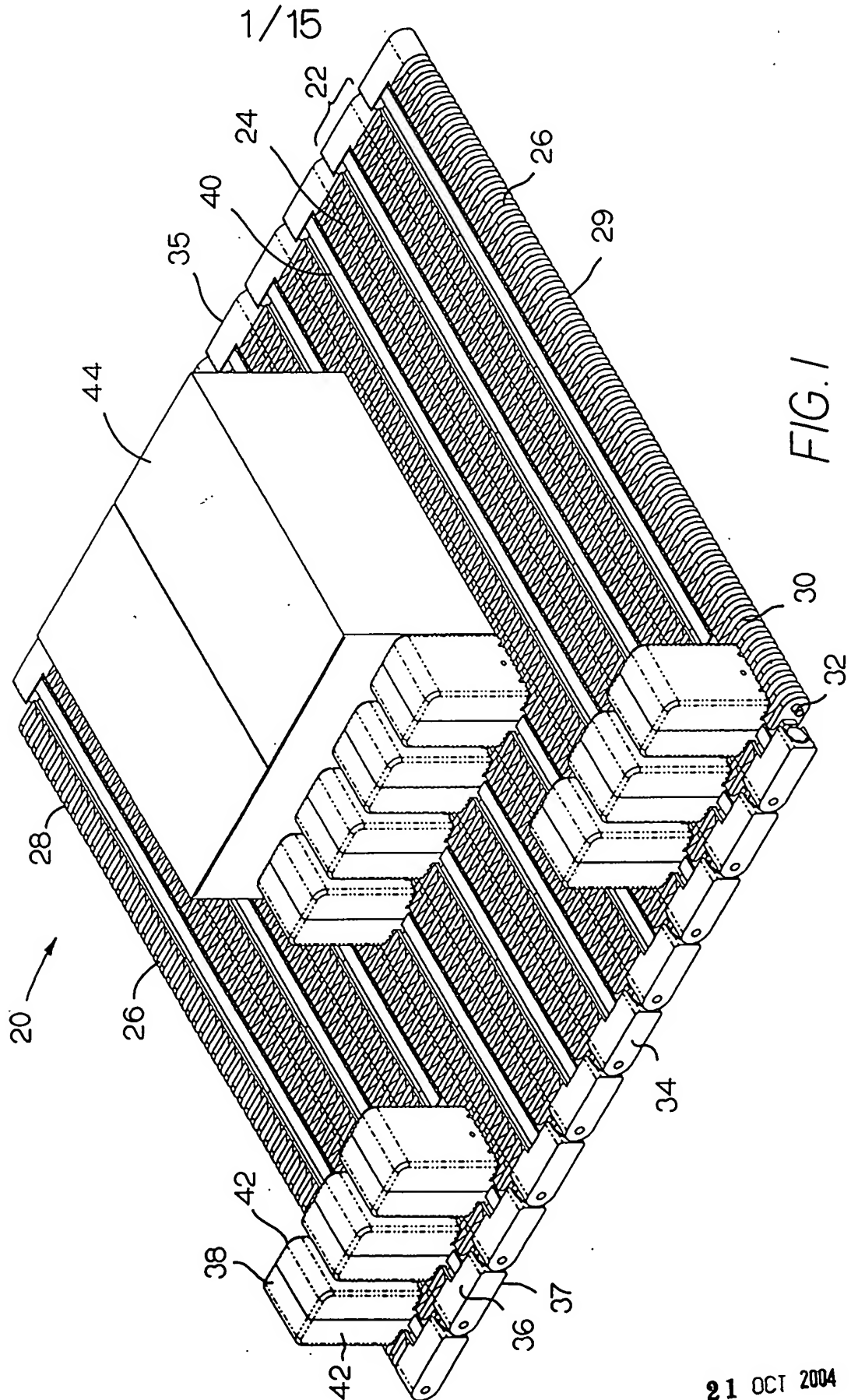


FIG. 5C



CONVEYOR WITH A MOTORIZED TRANSPORT ELEMENT
Robert S. Lapeyre et al.
10/065,785



21 OCT 2004

FIG. 7 is a perspective view of the device with the cover 46 removed. It shows the internal components, including the motor 50, gears 62, 64, 72, 76, and the roller assembly 40. The motor 50 is connected to gear 62, which is part of a gear train including gears 64 and 72. Gear 76 is positioned at the top of the frame. The roller assembly 40 is shown at the bottom right, consisting of a series of rollers 30 and 40. Other components labeled include 54, 56, 58, 60, 66, 68, 70, and 80.

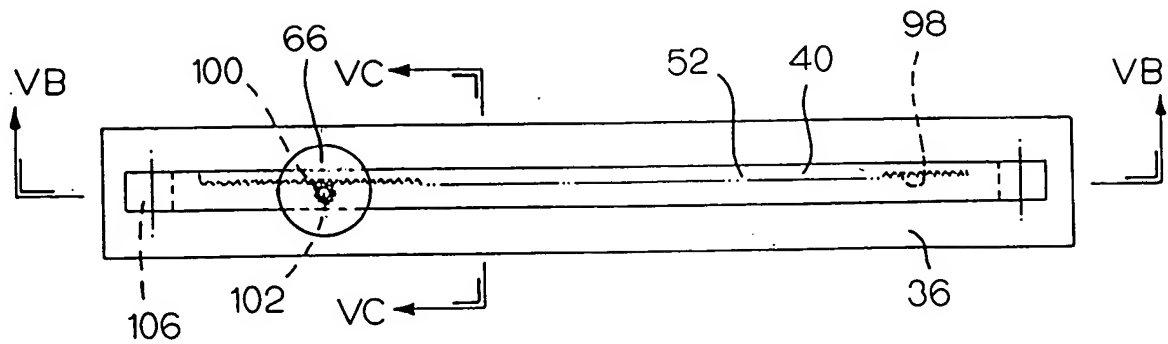


FIG. 5A

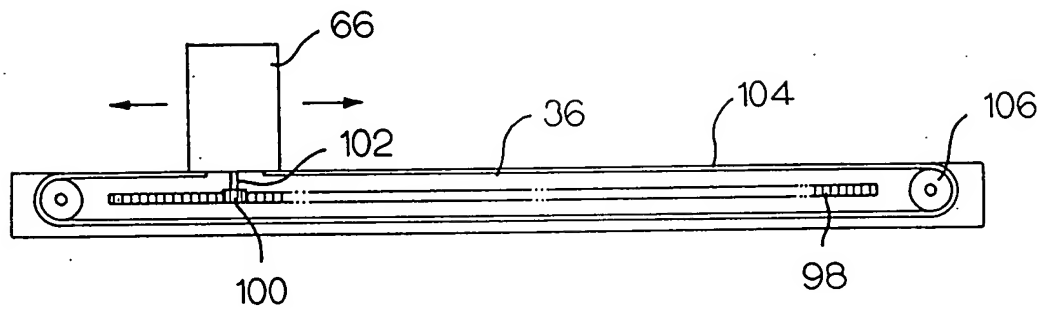


FIG. 5B

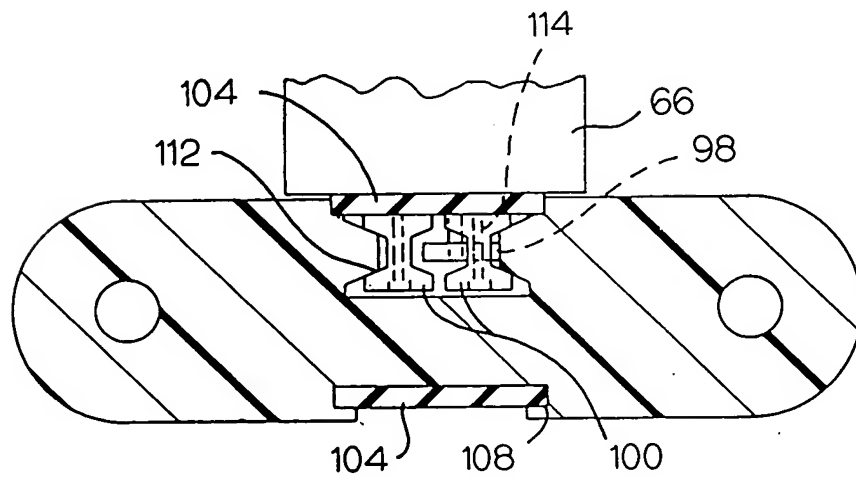


FIG. 5C

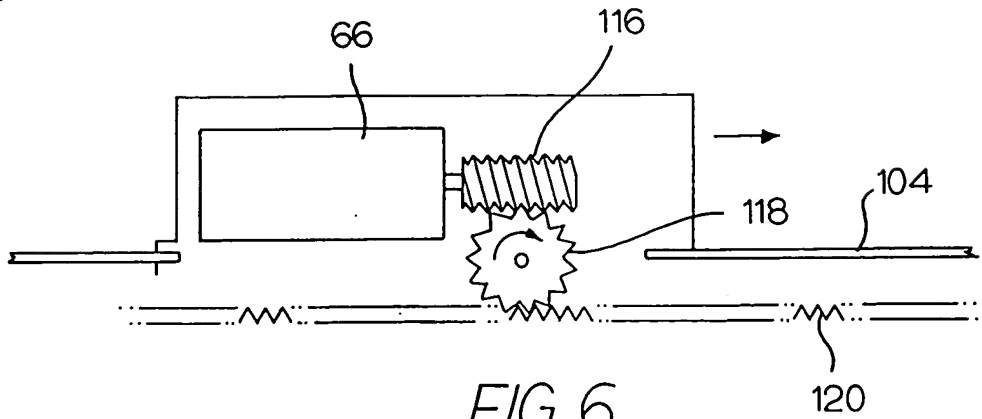


FIG. 6

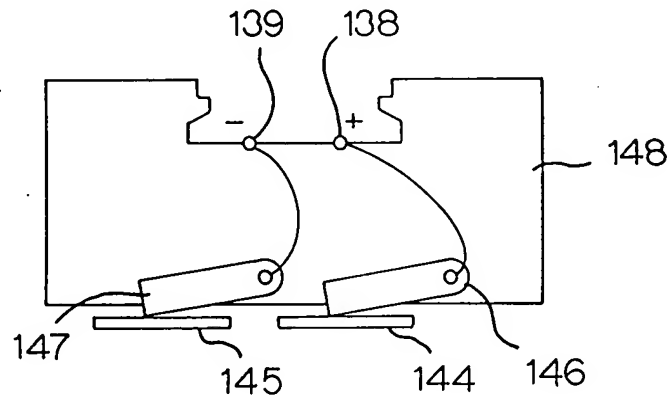


FIG. 10

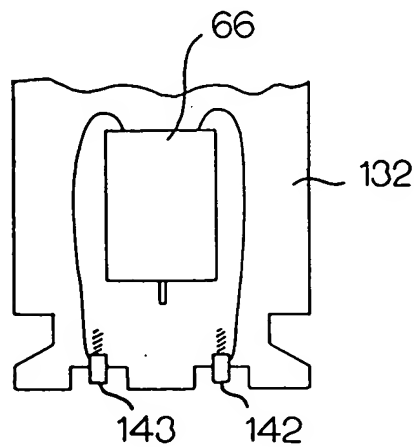


FIG. 9



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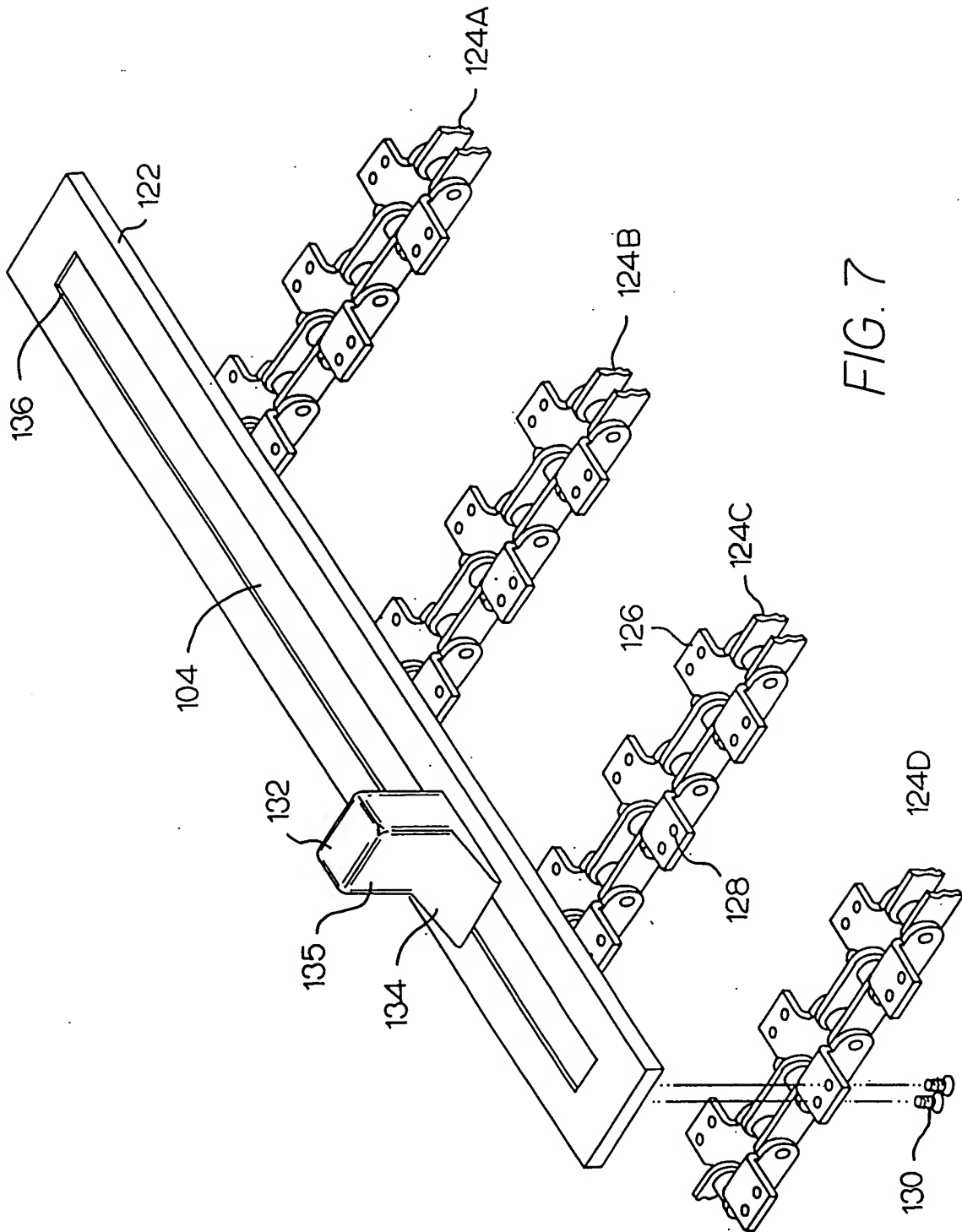


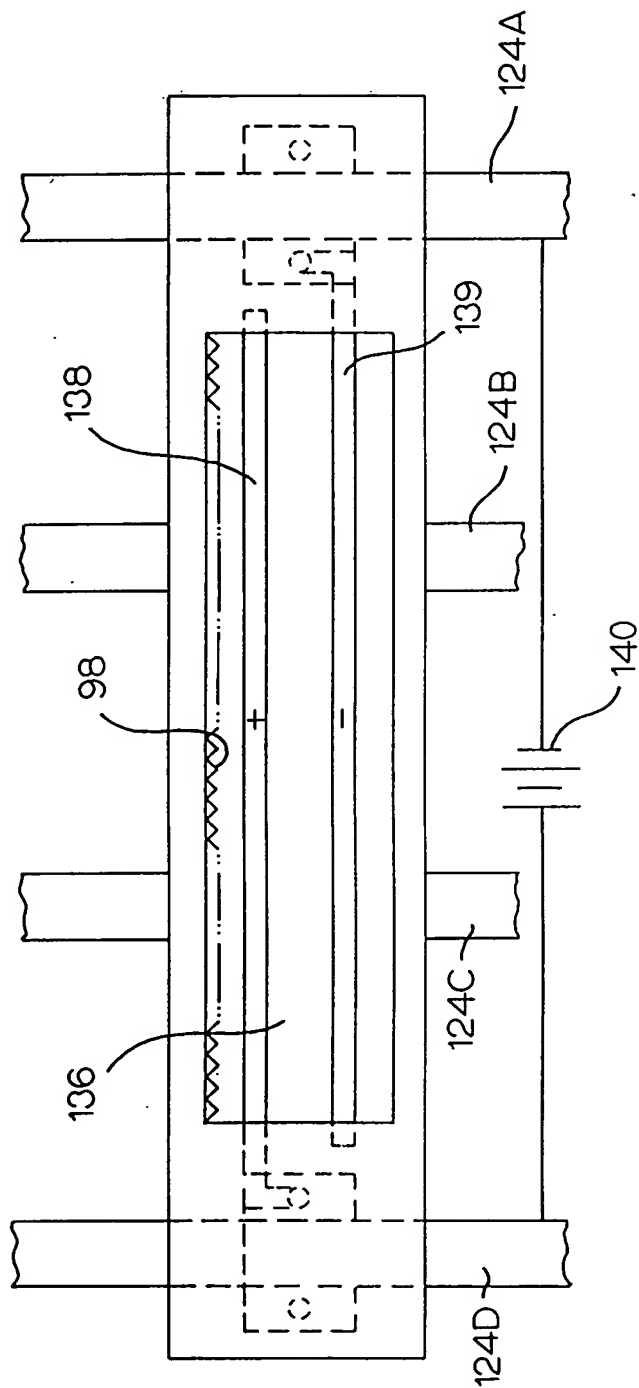
FIG. 7

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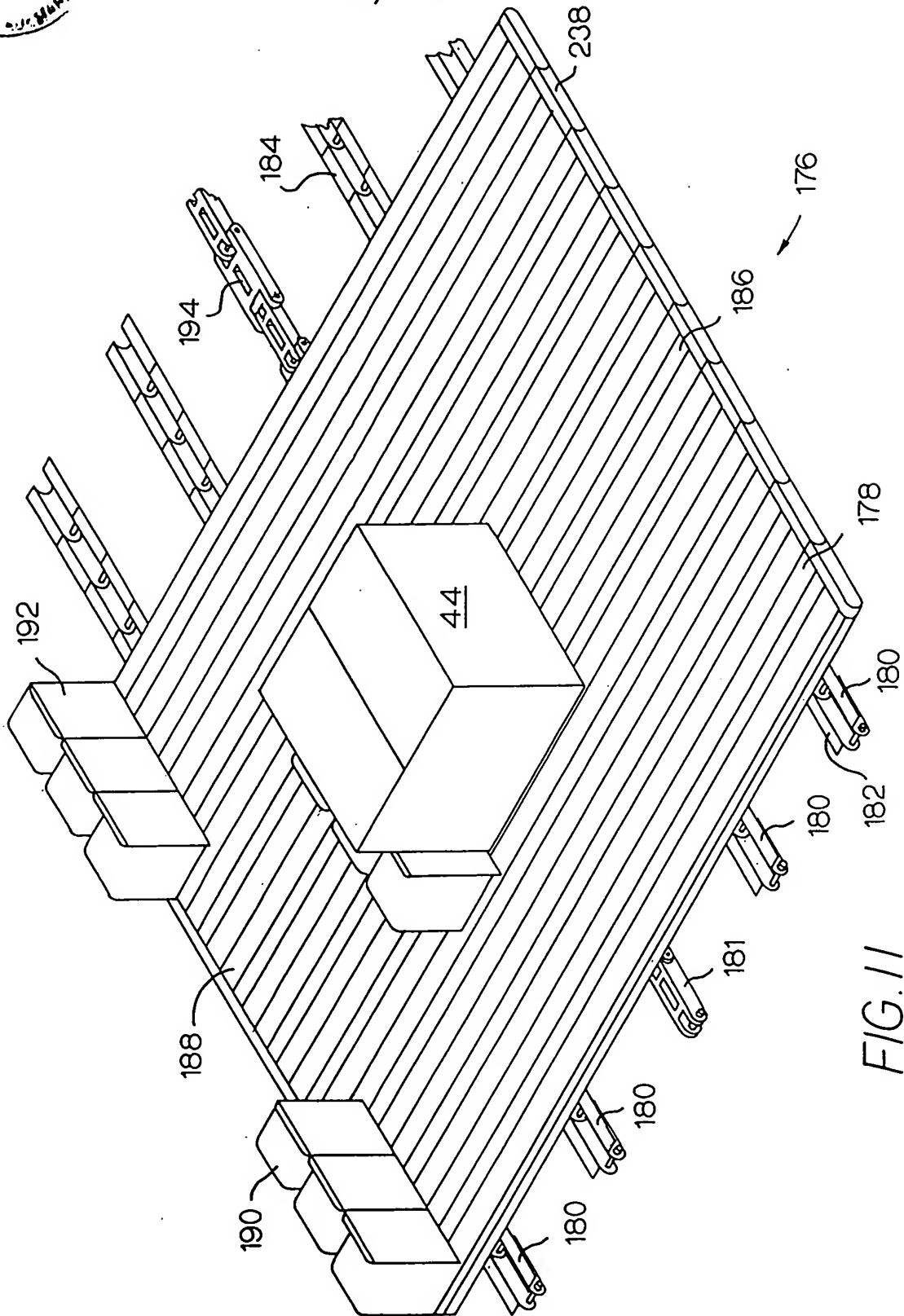
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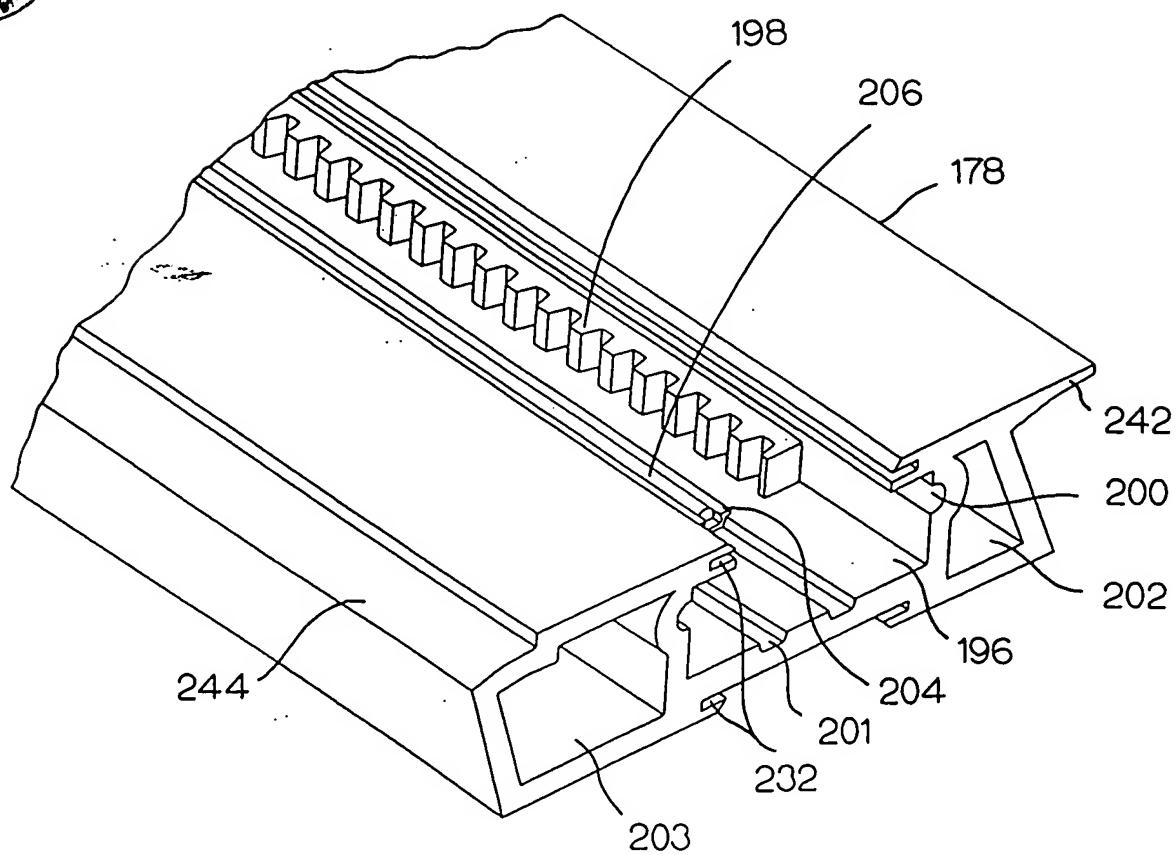


FIG. 12

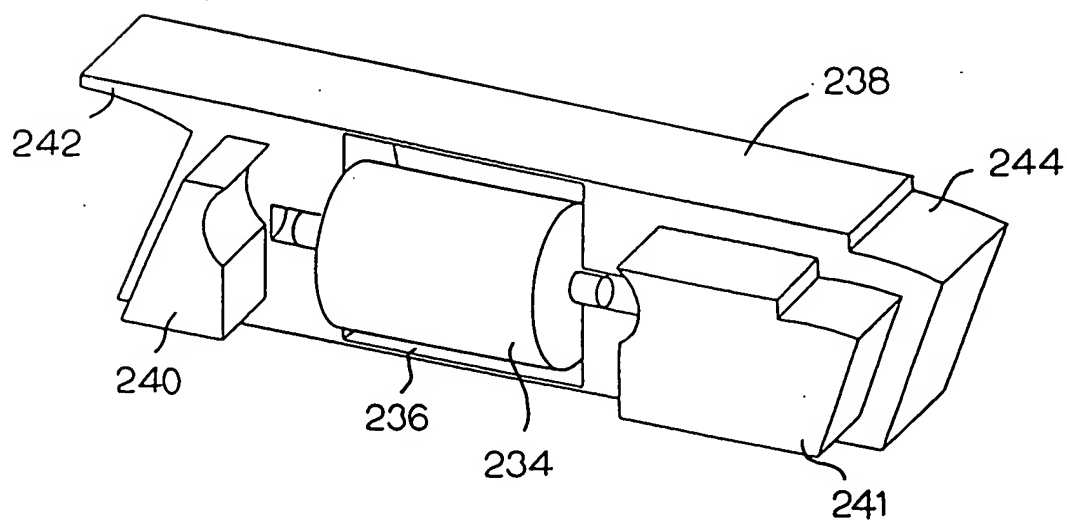


FIG. 13

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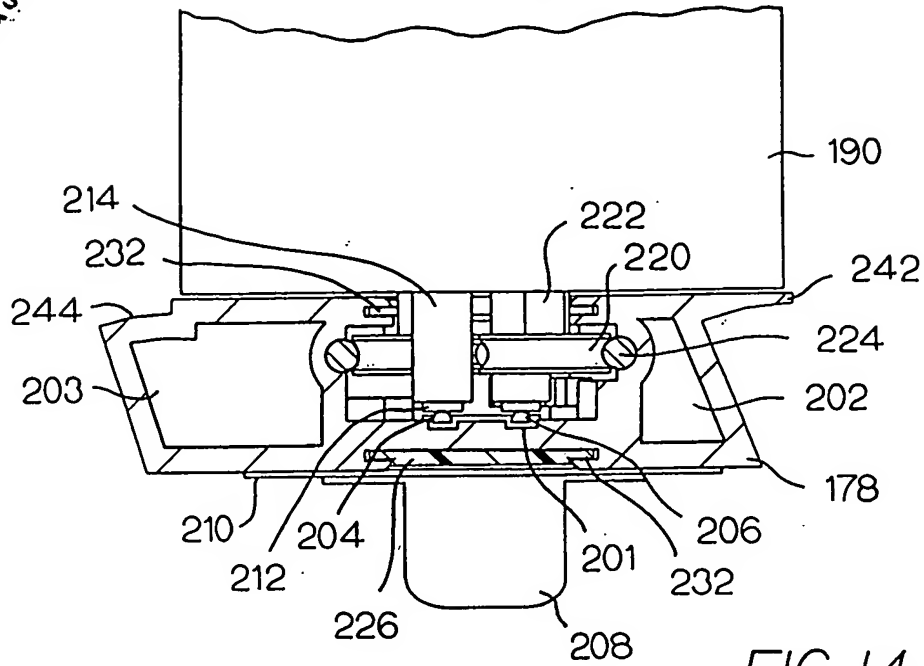


FIG. 14

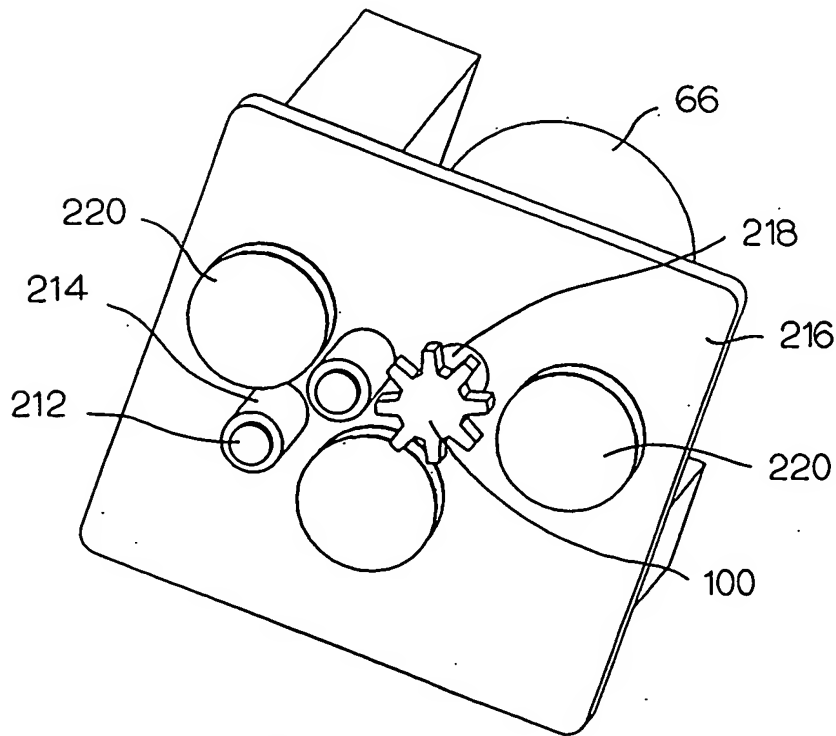


FIG. 15



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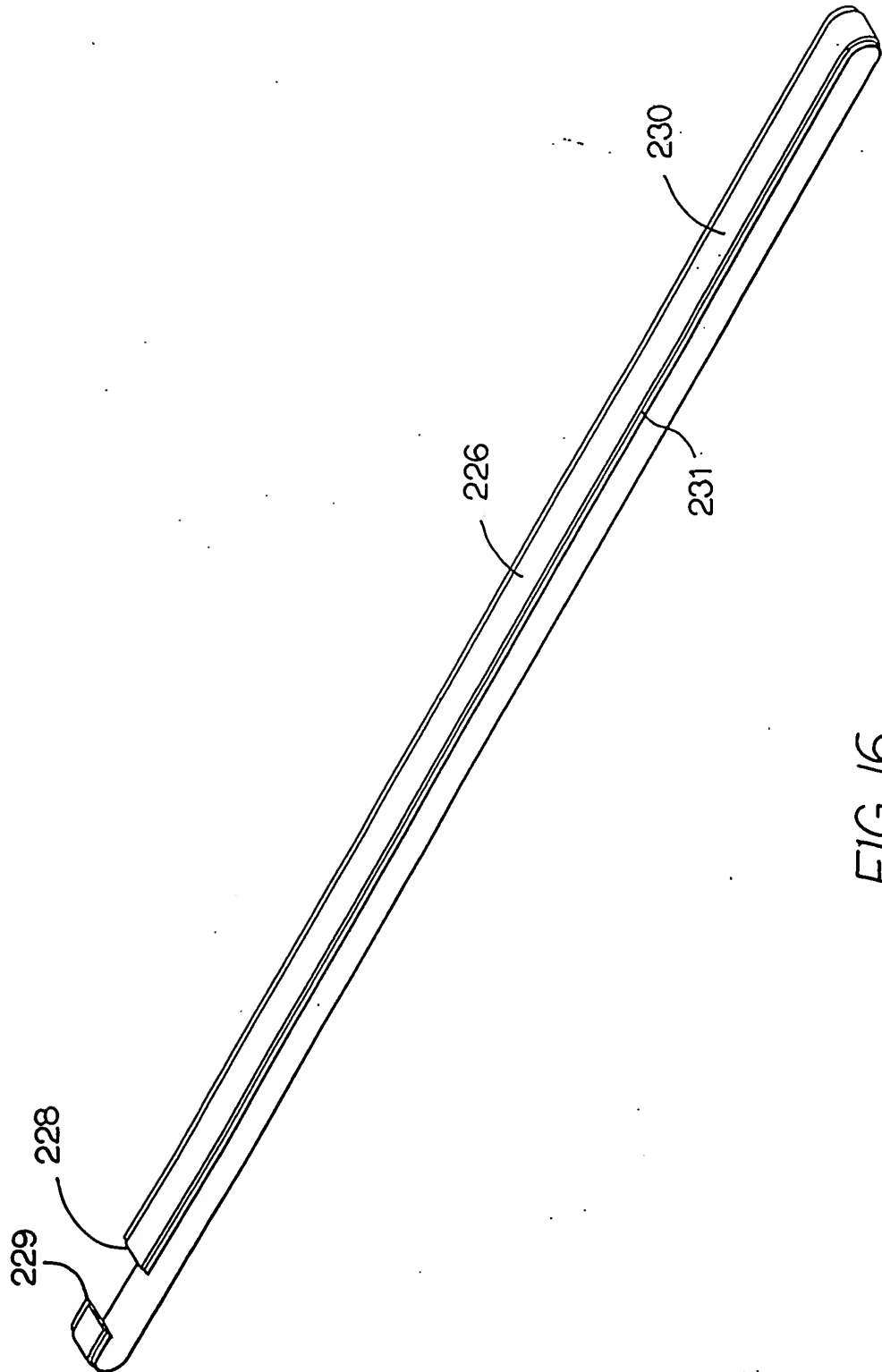
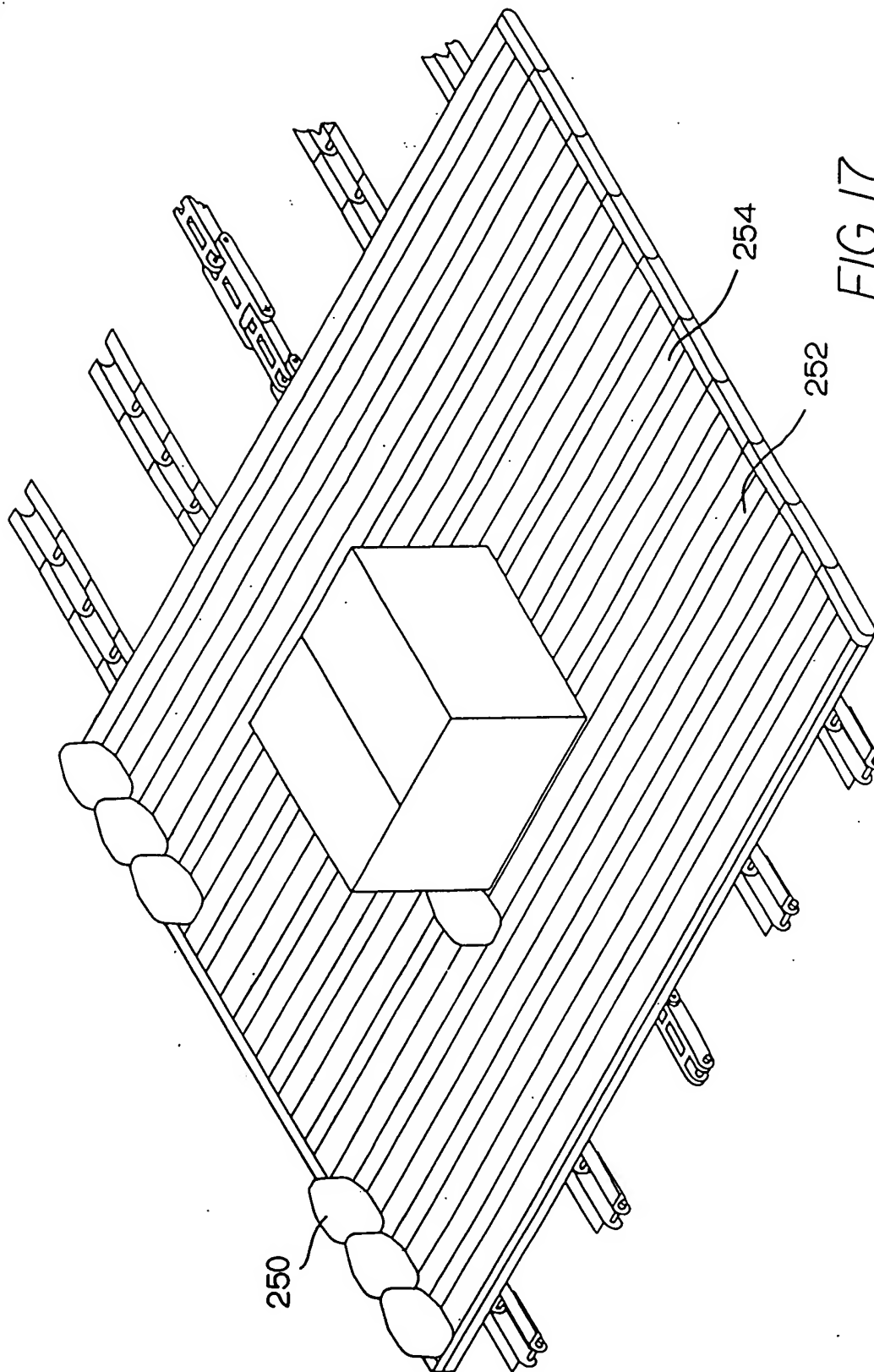


FIG. 16



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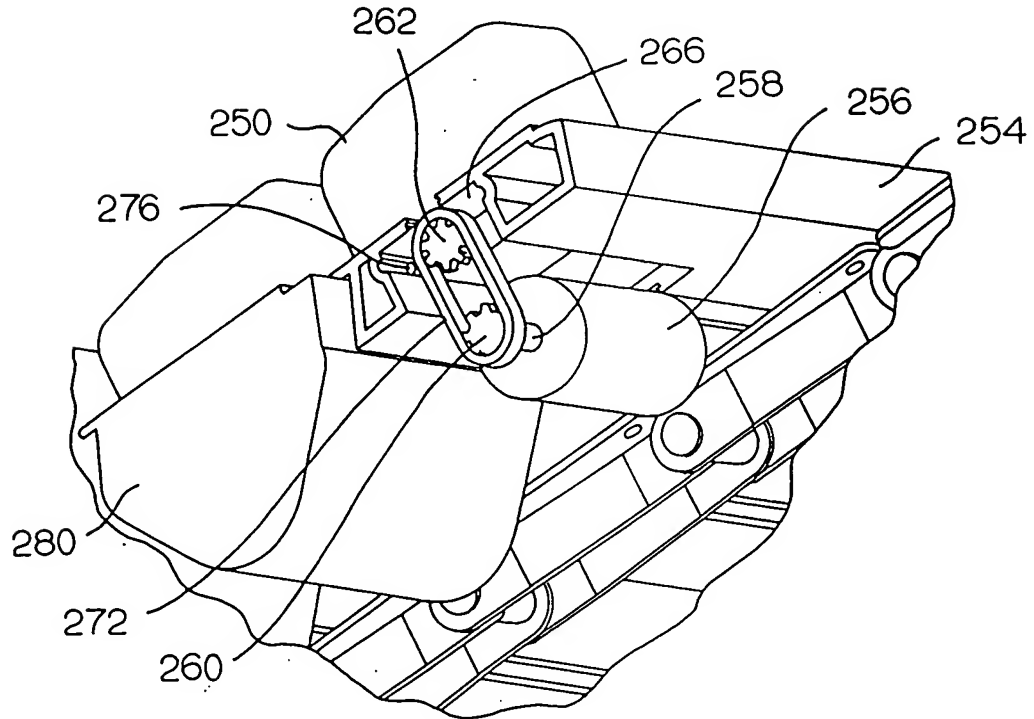


FIG. 18

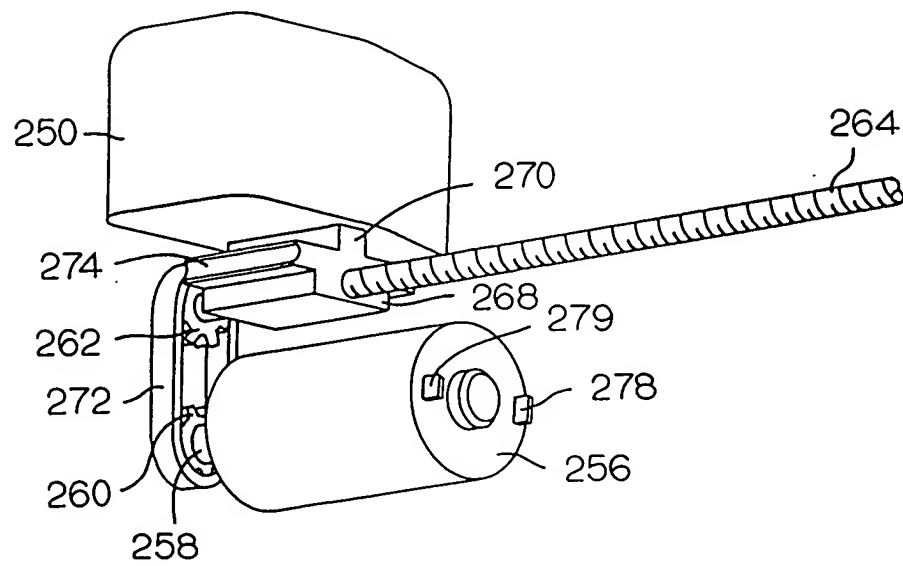


FIG. 19

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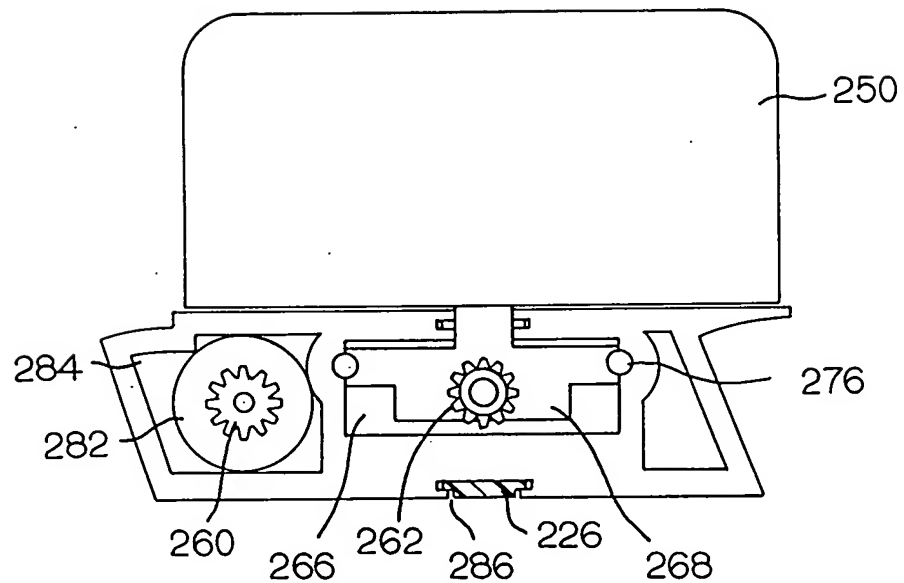


FIG. 20



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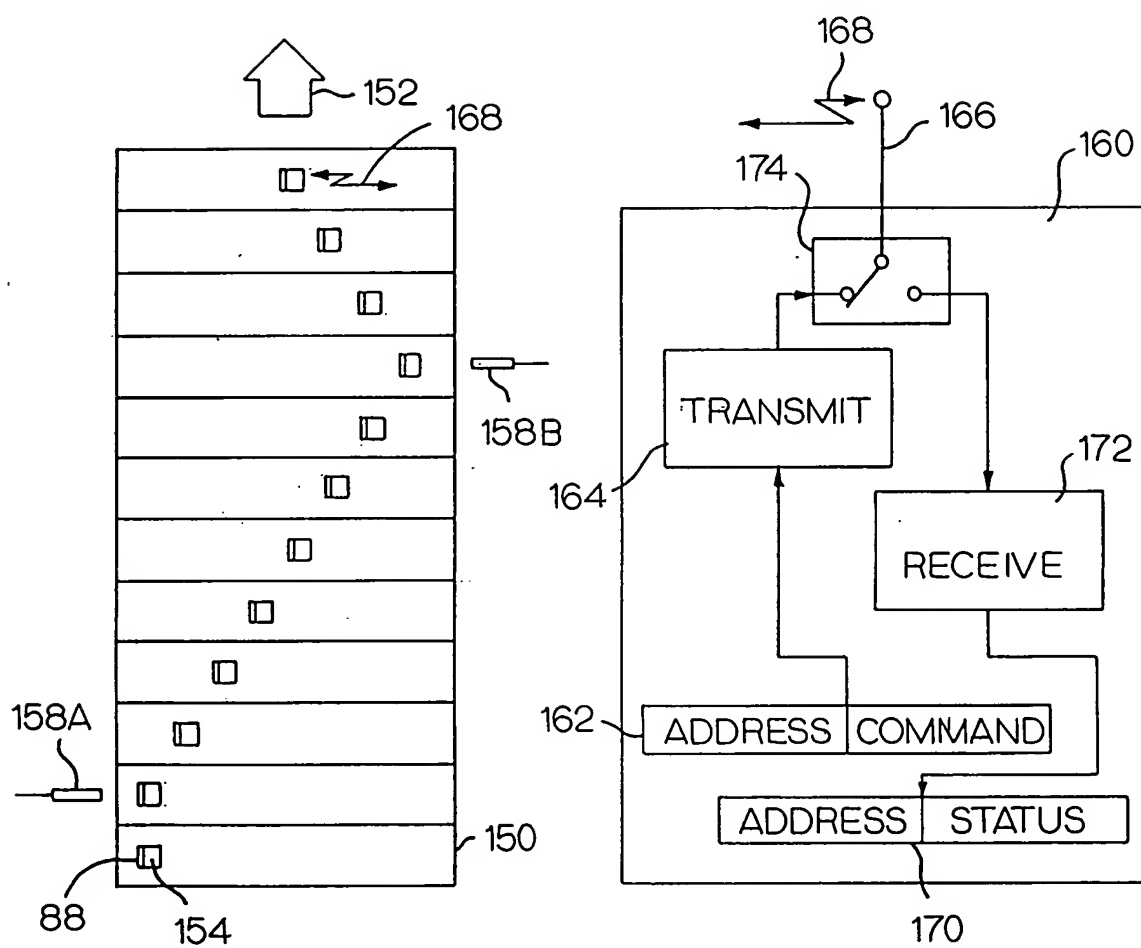


FIG. 21